

US 395, North Spokane Corridor

WSDOT's goal is to continue design and right-of-way acquisition for the project, commencing construction on selected project components as quickly as funding becomes available. The first construction work on a very limited portion of the project began in August, 2001.

Why is WSDOT building the North Spokane Corridor?

This project addresses the need for a major improvement to allow motorists and freight to move through metropolitan Spokane along the corridor from I-90 to US 395 at Wandermere. The needs of the corridor are indicated by increasing congestion and other operational and safety issues on the existing street network. The project will provide a facility for balanced transportation uses, incorporating high occupancy vehicle lanes and park and ride lots to support transit and vanpooling operations, as well as an expanded and enhanced pedestrian/bicycle facility. Right of way will also be reserved for possible light rail use.

North Spokane Corridor Project Vicinity Map



Proposed



Existing



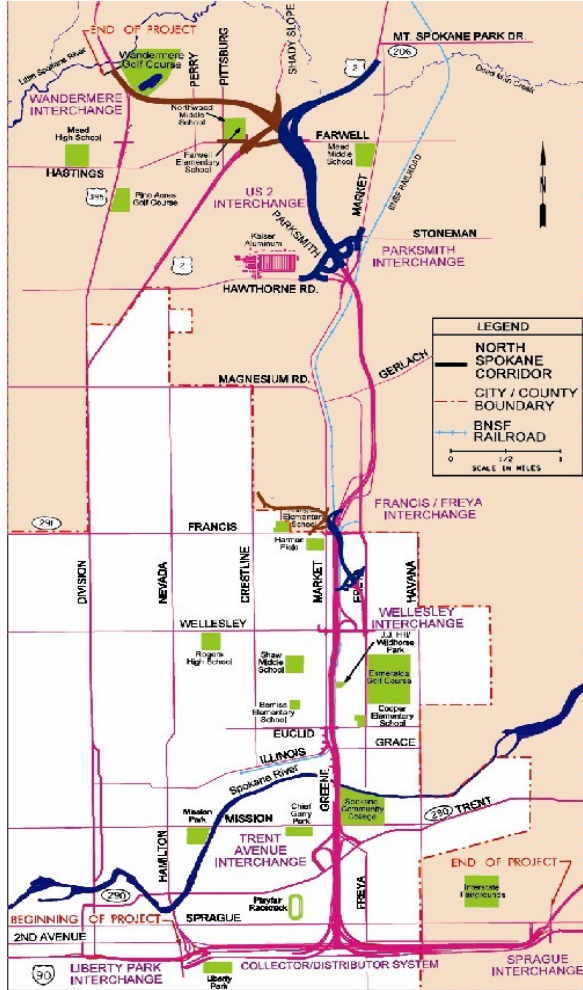
Construction Update:

On August 22, 2001, construction began on the first NSC project, a grading and drainage contract, from the vicinity of Parksmith Drive to US 2.

Project Facts

- The NSC project team was recognized by the Hillyard/Whitman Neighborhood Council for listening to and addressing the concerns of the neighborhood during the design process.
- The corridor includes the construction of over 10 miles of pedestrian/bicycle trails, which link strategically located park and ride lots along the route and interfaces with the Centennial Trail at the Spokane River.
- When complete, the corridor can carry over 150,000 vehicles per day.
- Enough room is reserved in the median to accommodate light rail or other high capacity transit in the future.

Project Map



The end result

When completed, the North Spokane Corridor will be a 60-mile per hour, limited access highway with a direct connection to I-90 just west of the Thor/Freya Interchange. Other interchanges will be placed at locations such as Trent Avenue (SR 290), Wellesley Avenue, Francis / Freya Street, Parksmith Drive, US 2, and US 395 at Wandermere. This project will be developed in two major phases: Phase 1 - Spokane River North to establish the corridor from the River to US 395 at Wandermere. Phase 2- Spokane River South to extend the corridor between I-90 and the Spokane River. Phase 2 will also include a Collector/Distributor (C/D) system (of up to six lanes) along I-90 between the Liberty Park and Sprague Avenue Interchanges.

What are the project timelines?

Phase 1 – Spokane River North

- In April 1997 the Final Environmental Impact Statement, six years in preparation, was completed by WSDOT and approved by the Federal Highway Administration (FHWA).
- Summer 2000, approval of the Limited Access and Right-of-Way Plans and also approval by FHWA of a Supplemental Environmental Impact Statement.
- On August 22, 2001, construction began on the first construction element, a grading and drainage contract, from the vicinity of Parksmith Drive to US 2.

Phase 2 – Spokane River South

- Review of the Environmental Impact Statement for this phase is currently underway.
- Development of the Limited Access and Right-of-Way Plans are anticipated to start, perhaps as early as Fall 2001.

How can I get involved?

Numerous public meetings, open houses, and formal hearings regarding this project have been held over the past 10 years. Additional neighborhood meetings, presentations, and open houses continue to be held on a regular basis. Interested citizens should contact the project engineer's office listed below or WSDOT Eastern Region Public Affairs at (509) 324-6015.

What is being done to protect the environment?

The project has undergone extensive environmental review, including preparation of an Environmental Impact Statement and a Supplemental Environmental Impact Statement for Phase 1, available for review.

This document addresses the changes that have occurred since the publication FEIS, in April 1997. The impacts resulting from those changes include impacts to housing, noise, air quality, hazardous waste, waterways, and other environmental categories that were affected as a result of route refinements. As preliminary designs are refined, any new environmental issues will be evaluated and appropriate mitigation developed.

Increasing safety is one of our priorities

Historically, arterials such as Division Street have had accident rates of up to 3½ times that of a facility similar to the proposed North Spokane Corridor. As traffic continues to increase in neighborhoods and school zones, there is an increasing potential for accidents involving pedestrians and bicyclists. Upon the completion of the NSC, it has been estimated there will be a reduction of over 700 accidents per year. This reduction translates into a societal cost savings of over \$22 million per year. Additional information...

Government-to-government tribal consultation process

The WSDOT has worked closely with area Tribal officials to identify and avoid culturally sensitive areas within the corridor.

Financial Information

Prior to 2001-2003, a total of \$22.6 million was allocated to this project for the Environmental Impact Statement, design work and limited right-of-way acquisitions. Approximately \$22 million has been allocated under the 2001-2003 Current Law Budget. The total project cost is estimated at \$1.36 billion. At this time, additional funding amounting to \$1.32 billion is necessary to support the current WSDOT schedule of completion. If funding does not become available, adjustment of the design, right-of-way and construction schedules will be required and cost impacts will have to be taken into account.

Expenditure Plan

	Prior Expenditures	Remaining Costs	Total
State and Federal Funds	\$22,603,000	\$25,760,000	\$48,363,000
Funded subtotal	\$22,603,000	\$25,760,000	\$48,363,000
Unfunded amount		\$1,316,037,000	\$1,316,037,000
Total Cost	\$22,603,000	\$1,341,797,000	\$1,364,400,000

Financial data is current as of 10/1/01.

How can I get more information?

For detailed information about this project contact:

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